NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Oct. 4.

The Bird Business. In this age of strong-minded women, so many ways have been suggested of providing employment for the weaker sex (that wants to be on equal terms with the stronger,) that it is a wonder the idea of the bird-business has never Occurred to the Susan-Anthonyites as coming within this demain. What could be prettier than a feminine bird-fancier? There is somethink so graceful and tender in the care of birds that it seems the most natural thing in the world to relegate it to the female hand. It requires no great strength; it is not a hard life; it does not tax bone and sinew; it makes no call upon those moral and physical qualities which are believed to be essentially masculine. It does, however, demand an affectionate disposition, patient, loving, assiduous habits, gentleness and winningness-many of those qualities, in short, which (shall I say by a pleasant fletion?) are thought to be necessarily feminine. Consequently, I commend the bird question to the consideration of the ladies who are slowly revolutionizing the world from their sunninglywoven web in East Twenty-third street of this city. In New York at least, if in no other city of the Union, there ought to be a nice opening for an ambitious young woman among the birds, for there is a constant importation of feathered songsters, as well as of feathered flying animals

Canary birds, for instance, are brought to this port in large numbers, by men who make it the business of their lives to deal in them. Sometimes, very rarely it is true, it happens that a vessel's entire cargo consists of them, and once on a time a ship-load of yellow-throated warblers, numbering some thousands, has been wrecked, and the cargo of carols scattered to the waves and winds. There are plenty of bird-fanciers in the city, too, who recollect the time when an entire invoice of between and two iousand English sparrows perished from ae thoughtlessness of a drunken attendant, who andled so many "tots of grog" during the pasage, that he entirely forgot the necessities of the little ones. This happened at a time, too, when there was a demand for English sparrows in this city, and when, consequently, they might have been disposed of at any price between five dollars and twenty-five. Of course, now-a-days, that kind of bird would not bring anything like the old price, for the parks and gardens have become overstocked, if anything, with them. They have done excellent service in extirpating worms and caterpillars, and, as a sort of vermifuge on wings, their efficiency is not to be de-

The kind of bird most numerously brought to this port, however, is that member of the finch family called the canary, or the carduelis canaia. Instead of being brought direct from the Canary Islands, as is fondly believed by many, they are imported hither from Germany, where their breeding and rearing are very carefully superintended by simple-minded peasantry who are familiar with their every habit, and thoroughly understand how to feed and discipline them. I am not a Sun reporter, but I have interviewed many a bird-fancier along Chatham street and North William street, and I find that the Canary Islands are as much unknown to them, even by name, as though they had never existed. It is almost exclusively from Germany that these birdy people obtain their golden-necked twitterers. Hence they are brought over to this city in tiny mites of cages made of willow. The locker-on among the aviaries that flourish near the City Hall Park must surely have noticed those little bird-houses, not much larger than those miniature cottages which form an oldfashioned ornament on so many a provincial mantel-piece. At the most they are not more than four inches square, and have the roof somewhat rounded. Appearances are against the belief that in this contracted domicile the Httle bright-breasted occupant leads a happy life. But it is one of those many cases in which appearances are not to be trusted. Balancing

himself lazily on his perch, like a good-natured

cynic who is determined to be happy in a quiet

way, he seems to be silently accruing the mate-

rial for song. Every now and then he bursts

forth, as though able to keep in no longer; but

so constant is the din of his brother birds around him, that his voice causes no perceptible swell

to the chorus. His voice, I say, for it is the male canary that does the singing. His frau has quite enough to do in laying eggs and hatching them, and in this respect sets, to the ladies above referred to in East Twenty-third street, an example of which Horace Greeley would no doubt approve since he has turned his back, for the time being, on the sex. All that the bird-ess is ever allowed to do in a vocal way is to put in a chirp now and then, which doubtless goes for no or yes, as the case may be, in answer to her husband's persistent monologue. As for him, all he ever does is to bathe, to banquet, and to break into song. He is a sort of transmigrated Harold Skimpole, who, by some mysterious process of metempsychosis, has passed into his present state, and warbles life away, while other birds do the real hard work of aviary existence.

These male canaries sell, variously, at from ten to fifteen dollars apiece, the females not being worth more than one-tenth that amount. Like all other warblers, he is exorbitantly paid for what he does.

It sometimes happens that people who devote all their lives to one pursuit, refine upon its various departments to such an extent as to spoil, for every one but themselves, the various distinctions they make. This is true of the canary-bird fanciers of New York. One of their favorite distinctions is between the long-breed and the short-breed canaries. The long-breed is much the more valuable bird. Why? Ask the bird-fanciers along Chatham street. They may be able to tell you? I can't, though I have questloned them repeatedly. The shortbreed is the canary in its natural state, with a throat full of song, golden plumage, full breast, soft feathers, and bright eyes. The long-breed Is the late result of a series of back-breedings, family-mixings, and crossings of various kinds. It cannot sing much, or sings at best like a prima donna with a broken voice. So scant are its feathers that it looks as though it had been dragged through a pond and was only half dry. Its legs are so long that they look more like stilts than legs. In fact, it has the appearance of a canary from whom good things might once have been expected, but upon whom a curse has fallen. In fact, there is all the difference between the short-breeds and the long-breeds that marks man's efforts to improve on nature. God made the one and the bird-fanciers made the other. There are some people, you know, who prefer painted lilles, and there is a class of counterfeiters who confine themselves to increasing the exchangeable value of greenbacks by altering the figures upon them. As for me, give me the short-breeds. I prefer

them, even if they are cheaper, though I only get laughed at for expressing these views candidly to the Chatham street canary-bird fanciers. ALT BAHA.

Scrapings.

-The Union Pacific road has leased the International Hotel, Omaha, for general offices.
—Eleven hundred Haytien paper dollars were equal dollar in gold at last accounts. Fifteen dentists of St. Louis are being prosecuted for an infringement of the Goodyear patent.
 A boatman on the Missouri was impaled on a

-The foreign imports of Boston this year up to last Saturday are nearly thirty-eight millions of ... The Hoosac tunnel appears chiefly useful as an objective point for Massachusetts municipal excur-

snag the other day while asleep in the bow of the

The annual report to the National Grand Lodge of Odd Fellows puts the total membership at

-The Mormon girls call the young saints "Cayuses," and the Gentiles call them "Yahoos."

-A Connecticut schoolmarm walks seventeen miles before breakfast, carrying a satchel and an ambrelle. -The lumber yards of Indianapolis contain 50,000,000 feet of fumber, 15,000,000 shingles, and

-A Texas paper says that the Byron bore has now become an artesian well of the most excruciating —A ciergyman of Dubuque, Iowa, is accused of taking French leave of his people, they thinking him

only rusticating.

—The Massachusetts Agricultural College students all went to Boston on Thursday to attend the State Horticultural Exhibition.

—An immense balance wheel, weighing 47,000 pounds, for a new rolling mill, has just been cast at a Louiseille foundry.

a Louisville foundry.

—An Hilinois agricultural society offers a premium for the best-made white shirt, the handiwork of any of the country girls.

—The largest mail ever sent from Chicago went on a Western train last week. There were 128 sacks, and the mail weighed 25,000 pounds.

CARPETINGS, ETC.

CARPETINGS.

M'CALLUM, CREASE & SLOAN,

No. 509 CHESNUT STREET, Importers and Retailers of

CARPETINGS

Of every description,

FALL IMPORTATIONS.

NEW DESIGNS IN MOQUETTE, CROSSLEY'S VELVETS, 6-4 WIDE, In original and exclusive patterns.

1000 PIECES BRUSSELS, Of the best English manufacture, of new and novel styles, many of them designed expressly for us. 1000 PIECES CROSSLEY TAPESTRIES.

All the newest styles. ENGLISH AND AMERICAN OIL CLOTHS. McCALLUM, CREASE & SLOAN'S CARPETING AND OIL CLOTH WAREHOUSE, No. 509 CHESNUT STREET,

PHILADELPHIA. Opposite Independence Hall. 9 8 wfm3m

CARPETINGS AND OIL CLOTHS.

REEVE L. KNIGHT & SON.

No. 1222 CHESNUT STREET,

99 wsm17trp PHILADELPHIA.

CARPETS.

AXMINSTERS,

WILTONS, VELVETS,

BRUSSELS,

3-PLYS AND INGRAINS,

Venetians, Druggets, Oil Cloths, Etc.

LEEDOM & SHAW, No. 910 ARCH STREET,

9 23 Smrp

PHILADELPHIA. STYLES

CARPETINGS,

AMERICAN AND ENGLISH, AT THE LOWEST PRICES.

JOSEPH BLACKWOOD,

No. 832 ARCH STREET,

Two doors below Ninth, south side,

FURNITURE.

FURNITURE.

T. & J. A. HENKELS,

AT THEIR NEW STORE, 1002 ARCH STREET,

Are now selling their ELEGANT FURNITURE at very reduced prices. 9 29 3mrp CAUTION! BEWARE

C A UTION: BEWARE
FURNITURE.
THE TRICK OF TRADE EXPOSED!
It has been a plan of certain small houses in the furniture trade to give 5 or even 10 per cent. commission to parties from other trades and stores bringing or sending customers to them, and then charging purchasers a higher price for their furniture or else sending them an inferior article. article.

This is to cantion parties not to go to stores where they are thus slily recommended by these interested advisors. Mesers. GOULD & CO. do not pay any commissions to carpet stores or any others, and can therefore afford to sell cheaper and give their customers the full benefit of this saving. They have by honorable dealing, secured the largest unniture trade in the city, and hope to merit its continu-

BUY FURNITURE AT GOULD & CO.'S.
THE LARGEST, CHEAPEST, AND BEST STOCK
IN THE WORLD!
N. E. Corner NINTH and MARKET Streets, and Nos. 37
and S. N. SECOND, St., Philadelphia. 9 29wfm3t PEAFNESS.—EVERY INSTRUMENT THAT

science and skill have invented to assist the hearing in avery degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others 's Patent Crutches, superior to any others in use at MADEIRA'S, No. 115 S. TENTH Street, below sept. COTTON SAIL DUCK AND CANVAS,

Of all numbers and brands. Tent, Awning, Trunk, and Wagon cover Buck. Also, Paper Manufacturers Drier Falts, from thirty to seventy-six inches wide; Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN, 255

103 CHURCH Street (City Stores)

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Penniylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

RAILROAD LINES.

Canadas.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.

At 740 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7:30 A. M. train connects at READING with

East Pennsylvania Railroad trains for Allentown, etc., and the 8'15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg,

Pinegrove, etc.

AFTERNOON EXPRESS,
Leaves Philadelphia at 3:30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-26 A. M., stopping at intermediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Pottstown at 6-40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5-40 A. M., and Reading at 7-20 A. M., stopping at all way stations; arrives in Philadelphia at 1-25 A. M.

delphia at 10:15 A. M.
Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40 P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2
P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

elphis at 645 P. M. Harrisburg Accommodation leaves Reading at '15 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation sou at 6:30 P. M., arriving in Philadelphia at 9:15 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelhis and all way stations. All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3 15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4 25 CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 730 A. M., 1245, and 430 P. M. trains from Philadelphia. Returning from Downingtown at 610 A. M., 1 and 545 P. M.

PERKIOMEN RAILROAD. PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1 P. M. Stage

Skippack at 645 and 845 A. M. and 1 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack, NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1405 A. M. and 150 and 1049 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 and 550 A. M. and 1050 P. M., passing Reading at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1230 and 5 P. M. Sieeping cars accompany these trains through between Jersey City and Pittsburg without

change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 640 P.M., returning from Tamaqua at 835 A.M., and 245 and 445 P.M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 5:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:35 A. M. and 3:40 P. M., and from Tremont at 6:45 A. M. and 5:05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canachs.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train,

Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Poitstown Accommedation The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General

Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points designed, for families MILEAGE TICKETS,—Good for 2000 miles, be-tweenall points, at \$52.50 each, for families and firms.
SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

duced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteanth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2-15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4-35 A. M., 12-45 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE—Dungan's Express will collect bag-

gage for all trains leaving Phi.adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washingwas mail Train at 8:30 A. M. (Sunday excepted),

Way Mail Train at \$30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4-00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11-30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12 00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Leave Philadelphia at 11 00 A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7-P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M. Stopping at Mag.

Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL
RAILROAD TRAINS.

Stopping at all stations on Chester Creek and
Philadelphia and Baltimore Central Railroad.
Philadelphia and Baltimore Central Railroad.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M. and 4:35 P. M.

The 750 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5:40 A. M., 9:25 A. M., and 2:50 P. M.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with 7:00 A. M. and 4:30 P. M. Trains for Baltimore Central R. R.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 825 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their real dence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent.

RAILROAD LINES.

FOR NEW YORK,-THE CAMDEN 1869. FOR NEW TORRI-ton Railroad Companies' lines from Philadelphia to

FROM WALKUT STREET WHARF.

At 6-30 A. M., via Camiden and Amboy Accom... \$2-25

At 8-A. M., via Cam. and Jersey City Ex. Mail... 3-00

At 2 P. M., via Camden and Amboy Express.... 3-00

At 2 P. M., for Amboy and intermediate stations.

At 6-30 and 8 A. M. and 2 P. M., for Freehold.

At-8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Trenton. At 630, S, and 10 A. M., 12 M., 2, 830, 430, 6, 7, and 130 P. M. for Bordentown, Florence, Burlington,

Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:20, 6, 7, and 11:30
P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, upper side). FROM RENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:15 A. M. and 6 P. M. for

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington. At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New
York Express Lines, via Jersey City. Fare, \$3:25.

At 11:30 P. M., Emigrant Line. Fare, \$2.

At 9:50 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for At 9 30 A. M., 4, 6 35, and 12 P. M., for Bristol. At 12 P. M. (Night) for M. M., for Bristol. At 12 P. M. (Night), for Morrisville, Tullytown, schenck's, Eddington, Cornwell's, Torresdale, domesburg, Tacony, Wissinoming, Bridesburg, and

Frankford.
The 9-30 A. M., 8 and 12 P. M. Lines will run daily. All others, Sundays excepted.
For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9:30

. M., 8 and 12 P. M. lines, BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Fails, Burfalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooffey's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M., for Lambertville and intermediate stations.

termediate stations,
CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAIL-FROM MARKET STREET FERRY (UPPER SIDE). FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-50, 5, and 6-30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cooks-

At 7 A. M., 10r Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 330 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at

the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE EPOT, VIZ. :-Mail Train

Erie Mall leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday assengers will leave Philadelphia at 8 o'elock

Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily,

The Western Acept Sunday. For this accept Sunday. Sunday

Day Express. 610 P. M.
Pacific Express. 130 P. M.
Harrisburg Accommodation. 825 P. M.
Harrisburg Accommodation. 940 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
The Pennsylvania Patients The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount

in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,

General Superintendent, Altoona, Pa. NORTH PENNSYLVANIA RAILROAD. — FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted) as follows:— At 745 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Malianoy City, Pittston, and Tunkhannock. At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 145 P. M. (Express) for Bethlehem, Eastor, Manch Chunk, Wilkesbarre, Pittston, Scranton, and At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 845 A. M., 245 and 445 P. M. For Fort Washington at 645 and 1045 A. M., and

For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 2 35, 4 35, 6 45, and 9 35 P. M.

ON SUNDAYS. ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

W EST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT.

COMMENCING TUESDAY, SEPTEMBER 21, 1869.

Leave Philadelphia, foot of Market street (Upper Ferry), at S-15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, and all intermediate stations.

3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.

3-20 P. M., Passenger, for Bridgeton, Salem, and all intermediate stations.

5-20 P. M., Woodbury and Glassboro accommodation.

Freight train for all stations leaves Camden daily at 12 o'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Avenne.

Commutation tickets at reduced rates between Philadelphia and all stations.

WM. J. SEWELL, Superintendent.

September 16, 1869.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE. TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 908, 19, 11, 12 A. M.,
1, 2, 3½, 3½, 4, 438, 508, 5½, 6, 6½, 7, 8, 9, 10, 11, 12
P. M.

P. M.
Leave Germantown at 6, 7, 7%, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphia at 9 15 A. M., 2, 4 05, 7, and 10% Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS. Leave Philadelphia at 975 A. M., 2 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Pointage phila at 6, 75; 9, and 11-25 A. M., 13; 3, 43; 5, 53; 63; 8-25, 10-25, and 11-25 A. M., 13; Leave Norristown at 5-49, 63; 7, 73; 9, and 11 A. M., 13; 3, 43; 63; 8, and 93; P. M. The 73; A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. The 5 P. M. train from Phill-delphia will stop only School lane, Manayan Conshohocken. at School lane, Manay Conshohocken.

ON 18.

Leave Philadelphi 9 A. M., 2%, 4, and 7%

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.

FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11:% P. M.
Leave Manayank at 6:10, 7, 7%, 8:10, 9%, and 11% A. M., 2, 3%, 5, 6%, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.
W. S. WH.SON, General Superintendent,
Depot, NINTH and GREEN Streets.

West Chester and Philadelphia
Leave Philadelphia from New Depot, ThhrtyFIRST and Chesnut Streets, 745 A. M., 11-99 A. M.,
230 P. M., 445 P. M., 440 P. M., 6-15 and 11-30 P. M.
Leave West Chester from Depot, on East Market
street, at 6-25 A. M., 8-00 A. M., 7-45 A. M., 10-45 A.
M., 1-55 P. M., 4-50 P. M., and 6-55 P. M.
Train leaving West Chester at 8-00 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4-40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester dia, Gien Riddie, Lenni, and B. C. Junction. Fas-sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-45 A. M., and change cars at B. C. Junction, and going West. passengers for sta-tions above B. C. Junction will take train leaving Philadelphia at 4-40 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the

Market street line run within one square, cars of both lines connect with each train upon its arrival. ON SUNDAYS.

Leave Philadelphia for West Unester at 8:30 A. M. Leave West Chester for Philadelphia at 7-55 A. M. WILLIAM C. WHEBLER, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West Philadelphia:— WESTWARD.

MAIL TRAIN leaves Philadelphia..... 9-20 P. M " Williamsport 7:30 A. M.
" arrives at Erie ... S-15 P. M.
ERIE EXPRESS leaves Philadelphia. ... 11:50 A. M. " Williamsport 900 P. M. arrives at Erle 1000 A. M. ELMIRA MAIL leaves Philadelphia 800 A. M. "Williamsport 610 P. M. arrives at Lock Haven 730 P. M. arrives at Lock Haven 730 P. M. ### AFTIVES AT LOCK HAVEN . 7:30 P. M.

EASTWARD.

MAIL TRAIN leaves Erie. . 9:15 A. M.

"Williamsport. 9:15 P. M.

arrives at Philadelphia. 0:10 A. M.

ERIE EXPRESS leaves Erie. 8:20 P. M.

"Williamsport 4:25 A. M.

"Arrives at Philadelphia 1:20 P. M.

"Arrives at Philadelphia 1:20 P. M. ELMIRA MAIL leaves Lock Haven...... 6:50 A. M.
Williamsport..... 8:45 A. M.
arrives at Philadelphia... 7:15 P. M. O EXP. leaves Williamsport..... 12:20 A. M.
"Harrisburg...... 5:10 A. M.
"arrives at Philadelphia... 9:25 A. M. BUFFALO EXP. leaves Williamsport....12-20 A.

Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oli Creek and Allegheny River Railroad. ALL. TYLER, FRED General Superintendent. COVERNMENT SALES. GOVERNMENT SALE OF BONDED GOODS RE-Mill be sold, at Godley's Bonded Warehouse, GRANITE Street, on FRIDAY, October 8, 1869, at 11

O'clock A. M., viz.:—
Per barque "Frei," Gullas master, from Rotterdam
June 11, 1866—1 cask Gin, mark Palm Tree—C. Imported by George C. Carson & Co.

Per Outside Line, from New Bedford June 19, 1866

2 casks and three & casks Wine, mark W. D. Imported by William Derbyshire.

Per railroad line, from New York July 23, 1866—19 haskets Wine, mark S. S. N. Imported by S. S. Norgers

cross.

Per steamer "Propontis," Higginson master, from Liverpool August 6, 1866—13 baskets Champagne, mark G. (H.) V. Imported by G. H. Vandyke & Co. Per railroad line, from New York August 22, 1866—Twelve 35 ps. Brandy, mark A. W. Imported by A. Weniger.

Weniger.
Per brig "Matilda," Anderson master, from St.
Bartholomew August 28, 1866—4 barrels Lead Ore.
Imported by Janutche & Lavergne.
Per barque "Jupiter," Bradherring master, from
London September 21, 1866—16 dozen bottles Wine, J. W. & Co. and P. K. Imported by Phil.

HENRY D. MOORE, SAMUEL C. COOK, 9 22 23 25 27 29 30-10 4 5 7

GOVERNMENT SALE OF UNCLAIMED GOODS remaining in store over one year.
iil be sold at Godley's Bonded Warehouse. Will be sold at Godley's Bonded Warehouse, GRANITE Street, on FRIDAY, October 8, 1869, at 11:20 o'clock A. M., vlz.:—
Per brig "S. W. Welsh," Watson, master, from Palermo, June 1, 1868, one valise Clothing, mark G. M. or A. N.
Per brig "George Berry," Bradley, master, from Sagus, June 10, 1868, two demijohns Liquor.
Per barque "H. Gregory," Gregory, master, from Genoa, June 30, 1868, three packages sample Cotton.

Per schooner "Halph Souder," Crosby, master, rom Hillsboro, September 4, 1869, one small package, park E. Pennington, Jr., care of Medara & Per brig "Bride," from Messina, January 27, 1868, one box merchandise, addressed John Francis. HENRY D. MOORE,

SAMUEL C. COOK, 9 22 23 25 27 29 30-10 4 5 7 Auctioneer. MERRICK & BONS

SOUTHWARK FOUNDRY. No. 430 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE, Regulated by the Governor.

MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1868. DAVID JOY'S PATENT VALVELESS STEAM HAMMER

D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE. RO EXTRACTOR. For Cotton or Woollen Manufacturers. 7 10 mwf J. VAUGHN MEGABICE. JOHN E. COPE. WILLIAM H. MERRION.

E STABLISHED 1819. The New York Dyeing and

Printing Establishment, STATEN ISLAND. No. 4e North FIGHTH Street (West Side), Philadelphia:
No. 18 DUANE Street and 752 BROADWAY, New
York.
This old and well-known Company are prepared, as usual,
with the highest degree of skill, and the most approved
ma-hiner, 76 DYR, CLEANSE and FINISH every
variety of LADIES' and GENTLIMEN'S GARMENTS,
and FIRCE GOODS, in their usual superior manner,
GARMEN'IS CLEANSED WHOLE. [9 17 Inwim
NOTE—This is our only office in Philadelphia.

TOHN FARNUM & CO., COMMISSION MER chants and Manufacturers of Conestoga Ticking, etc.

AUOTION SALES.

M. THOMAS & SONS, NOS. 189 AND 161

SALE OF REAL ESTATE AND STOCKS, Oct. 5, at 12 o'clock noon, at the Exchange — SIXTH Street (North), No. 420—Valuable Residence. MASTER, No. 402—Four Brick Dwellings and Large THIRTY-FIFTH and HAVERFORD, N. E. Corner-Large Lot and Dwalling, THIRTY FIFTH and ELM, S. E. Corner-Large Lot and Dwelling. VENANGO, Twenty-first and Twenty-eighth Wards-

Large Lota
RACE, No. 2022—Modern Residence,
RACE, No. 2022—Modern Residence,
BROWN, No. 1818—Brick Dwelling.
PASCHALVILLE, Twenty-seventh Ward—The "Sicam" M. F. Church, Twenty-seventh Ward—The "SiBANK, No. 18—Valuable Store,
TWENTY-SECOND and PINE, N. W. Corner—Store and Dwellings.

BROAD, above Norria—Large Lot. 60 by 628 feet.

HARRISON, Frankford—Residence and Coacn-house
NINTH (South), No. 509—Superior Residence.

SENNEFF'S COURT, between Twenty-third and
Twenty-tourth streets—Six brick Dwellings,
SECOND and QUEEN, Southwest Corner—Store and
Dwellings.

wellings.
FRANKFORD ROAD, No. 2215—Store and Dwelling.
SOUTH, No. 1530—Store and Dwelling.
TENTH (North), No. 815—Modern Residence.
ARCH, No. 2146—Modern Residence. ARCH, No. 214 - Modern Residence. WASHINGTON SQUARE, No. 225 - Valuable Resionce.
MOUNT VERNON, No. 1829—Residence, with side yard.
NEW, No. 115—Modern Residence.
SIXTH (North), No. 529—Modern Residence.
SIXTH (North), No. 1829—Modern Residence.
CENTRE COUNTY, PA.—2 Valuable Tracts.
BROWN, No. 1117—Modern Dwelling.
VORK, Ninetesnth Ward—Large Lot.
THIRD and QUARRY, Southeast Corner—One-third

nterest Four-story Store,
STOCKS.
5 shares American Life Insurance Company 23 shares Central Transportation Company, 7 shares Farmers Market Company, \$19,000 Lycoming Gas and Water Co., 1st mortgage 6 per cent, coupon bonds, January and July 16 shares National Bank of the Republic, 1000 Belvidere and Delaware 1st mortgage. 25 shares Commonwealth National Bank, Pew No. 27, St. Mark's Church. Catalogues now ready.

Peremptery Sale, No. 1209 Arch street. ELEGANT RESIDENCE AND FURNITURE. Oct. 6, at 10 o'clock, will be sold at public sale, without eserve, on the premises, all that very elegant three-story ress brick messuage (marble to second story), north side Arch street No. 1209, containing in front 25 feet, and in lepth 120 feet to a 20 feet street. Replete with all modern conveniences.

septh 129 feet to a 20 feet street. Replete with an industry conveniences.

SUPERIOR FURNITURE, MANTEL AND PIER MIRHORS, AXMINSTER AND BRUSSELS CARPETS, CHANDELLERS, ETC.

Immediately after the sale of the real estate, will be sold, by catalogue, the entire furniture, comprising two suits elegant walnut parlor furniture, garnet and green plush coverings; four elegant French plate mantel and pier mirrors, walnut bookcase, walnut half furniture, superior walnut dining, sitting room, and chamber furniture; extension dining table, lounges, handsome Axminster and Brussels carpets, oil cloths, handsome chandeliers and gas-fixtures, etc.

Full particulars in catalogues.

Full particulars in catalogues.

The cabinet furniture made to order by Moore &

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITIPH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.
On Thursday Morning,
Oct. 7, at 10 o'clock, on four months' credit. 10 1 5t

C. D. MCCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. ETC.
On Thursday Morning.
Oct. 7, at 10 o'clock, including a large line of city made N. B.—Sale every Monday and Thursday

CHESNUT Street, rear entrance No. 1107 Sansom street.

SALE OF FINE SHEFFIELD PLATED WARE, PEARL AND IVORY HANDLE TABLE CUTLERY. FORKS, SPOONS, LADLES, ETC., TO MATCH.

On Tuesday Morning and Evening,
October 5, at 11 o'clock A. M. and 7% o'clock P. M., at the auction store, No. 1110 Chesnut street, will be sold a large assortment of elegant Plated Ware and Cutlery, comprising—Gold-lined tea sets of six pieces, with urms to match; large and small trays; butter dishes; cake baskets; castors; wine sets; pickle sets; card-receivers; spoonholders; flower vases, etc.

CUTLERY.

Also, a large assortment of pearl and ivory handle table cutlery, with beef and game carvers to match, of the finest quality.

SALE OF PENNELLTON MILLS WOOLLEN MA-OHINERY.

On Wednesday Morning,
Oct. 6, at 10 o'clock, at Pennellton Mills, on Chester
Creek Railroad, near Chester, will be sold the entire machinery of the mill.

Catalogues can be bad at the auction store. 10 4 2t

SPECIAL SALE OF HAMBURG EMBROIDERED

LARGE POSITIVE SALE OF 1250 LOTS FOREIGN AND DOMESTIC DRY GOODS, ETC. ETC.: ALSO, STOCK OF A WHOLESALE HOSIERY AND NOTION HOUSE. On Thursday Morning, Oct. 7, 1869, at 10 o'clock, on four months' credit. 10 4 34

Rale No. 529 Chesaut street.

HANDSOME WALNUT PARLOR, CHAMBER, AND DINING ROOM FURNITURE, Fine French Plate Mirrors, Elegant Piano Fortes and Cabinet Organs, Superior Fireproof Safes, Handsome Brussels, Velvet, and other Carpets; Superior Turning Lathe, Fine Plated Ware, Spring and Hair Mattresses etc.

On Wednesday Morning.

Oct. 6, at 10 o'clock, at the anction rooms, No. 523 Chesunt street, by catalogue, a large assortment of excellent Household Furniture, etc.

PENN STEAM ENGINE AND

PRACTICAL AND THEORETICAL

ENGINEERS, MACHINISTS, BOILER,

MAKERS, BLACKSMITHS, and FOUNDERS, having
for many sears been in successful operation, and been exclusively engaged in building and repairing Marine and
River Engines, high and low-pressure, from Boilors, Water
Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for
engines of all sizes, Marine, River, and Stationary; having
sets of patterns of different sizes, are prepared to execute
orders with quick despatch. Every description of patternmaking made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds.
Iron and Brass Castings of all descriptions. Roll Turning.
Sersey Cutting, and all other work connected with the
above business. above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock recom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets, PHILADELPHIA

or light weights.

improved construction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping En-

gines, etc.
Sole Agents for N. Billenx's Sugar Boiling Appa-

PHILADELPHIA, PA. WORKS,

TWENTY-THIRD and FILBERT Streets. OFFICE, No. 42 North FIFTH Street.

Campion.

Sale of residence and furniture peremptory, the owner going to Europe.

[10 4 34]

SALE OF 2000 CASES BOOTS, SHOES, ETC., On Tuesday Morning, Oct. 5, at 18 o'clock, on four months' credit. 9 29

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC.

On Friday Morning,

Oct. 8, at 11 o'clock, on four months' credit, about 300 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear entrance No. 1107 Sansom street.

LIPPINCOTT, SON & CO., AUCTIONEERS

Edgings and Insertings, Embroideries, 44 Irish Linens, Lines Cambric Handkerchiefs, etc. etc., by order of Mr. Robert Macdonald.

On Wednesday Morning.

Oct. 6, 1869, at 16 o'clock, on four months' credit. Full particulars hereafter.

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 529 OHESNUT Street, rear entrance from Minor.

BSOOTT'S ART GALLERY, No. 1026 CHESNUS

ENGINES, MACHINERY, ETO.

JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets.

MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or Brass.
Iron Frame Roofs for Gas Works, Workshops, and
Raliroad Stations, etc.
Retorts and Gas Machinery of the latest and most
improved construction.

ratus, Nesmyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Drain-ing Machines. 4 304 CIRARD TUBE WORKS

JOHN H. MURPHY & BROS. Manufacturers of Wrought Iron Pipe, Etc.